

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING

September 16, 2015
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Jerry Weiers, Glendale, Chair	Mr. Joseph La Rue, State Transportation Board
Mayor John Giles, Mesa, Vice Chair	
* Mr. F. Rockne Arnett, Citizens Transportation Oversight Committee	* Lt. Governor Stephen Roe Lewis, Gila River Indian Community
* Mr. Dave Berry, Swift Transportation	Mayor Georgia Lord, Goodyear
* Mr. Jed Billings, FNF Construction	# Mayor Mark Mitchell, Tempe
Mayor Cathy Carlat, Peoria	Mayor Lana Mook, El Mirage
Councilmember Jenn Daniels, Gilbert	# Mr. Garrett Newland, Macerich
Supervisor Clint Hickman, Maricopa County	* Mayor Tom Rankin, Florence
Mr. Charles Huellmantel, Huellmantel and Affiliates	* Councilmember Jack Sellers, Chandler,
	Councilmember David N. Smith, Scottsdale
* Mr. Mark Killian, The Killian Company/Sunny Mesa, Inc.	* Mayor Greg Stanton, Phoenix
	Ms. Karrin Kunasek Taylor, DMB Properties
	* Mayor Kenneth Weise, Avondale
	Mayor Sharon Wolcott, Surprise

* Not present

Participated by telephone conference call

+ Participated by videoconference call

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair Jerry Weiers at 12:00 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Weiers noted that Mayor Mark Mitchell and Mr. Garrett Newland were participating by teleconference.

A short video explaining public comment opportunities at MAG committee meetings was played.

Chair Weiers noted that updated material for agenda item #7 that was previously transmitted was at each place.

3. Call to the Audience

Chair Weiers noted that no public comment cards had been received.

4. Approval of the June 17, 2015, Meeting Minutes

Mr. Charles Huellmantel moved approval of the June 17, 2015, meeting minutes, as written. Ms. Karrin Kunasek Taylor seconded, and the motion passed unanimously.

5. Interstate 10/Interstate 17 - “the Spine” - Corridor Master Plan Project Update

Mr. Bob Hazlett, MAG staff, provided an update on the Interstate 10/interstate 17 Corridor Master Plan. He noted that the TPC was last updated on April 15, 2015. Mr. Hazlett stated that the project area includes Interstate 10, between the Interstate 17 Split and Loop 202 Pecos Stack, and Interstate 17, between the Interstate 10 Split and Loop 101 north Stack. Mr. Hazlett stated that this section of freeway is called “The Spine” because it carries approximately 40 percent of the region’s daily traffic and is the central nervous system of the region’s freeway system. He noted that the Regional Transportation Plan includes \$1.47 billion in funding for improvements to the Spine.

Mr. Hazlett stated that the multi-step path forward on a near term improvement strategy for addressing traffic in the corridor was defined at a joint meeting on October 31, 2012. Steps include the corridor master plan, environmental studies, and design, construction, and operation.

Mr. Hazlett discussed the near term improvement strategy that has been launched by the Arizona Department of Transportation. Mr. Hazlett stated that on Interstate 10, collector distributor roads would be added at the Broadway Curve to eliminate traffic weave; general purpose lanes would be added from Baseline Road to the Pecos Stack; and bicycle lanes and pedestrian overcrossings would be added at Alameda Drive and Guadalupe Road. Mr. Hazlett noted that ADOT has been working diligently on this and hopes to be ready for a design build in fiscal year 2017.

Mr. Hazlett noted that for near term improvements on Interstate 17, they are looking at adding auxiliary lanes and an active traffic management system. He displayed a photograph of Interstate 5 in Seattle where active traffic management, which utilizes variable speed limits, has been implemented. Mr. Hazlett stated that active traffic management is useful in eliminating “shock waves” that help reduce the potential for crashes when speed and conditions change and helps roads accommodate more traffic. He noted that active traffic management was implemented in Melbourne, Australia, and is quite successful there. He added that in addition to variable speed limits, active traffic management also works for wrong way driver detection and ramp metering. Mr. Hazlett stated that the City of Phoenix is working on a Traffic Concept of Operations project that will help improve traffic flow from streets onto freeways. He stated that approximately \$300 million is included for these improvements with implementation scheduled for FY 2017.

Mr. Hazlett stated that at the last update, the TPC discussed input received both on-site (approximately 70 people) and on-line (approximately 1,700 people). He noted that 93 percent of the respondents said something needed to be done to the Spine. Mr. Hazlett indicated that some of the concepts, such as dangerous merging/weaves, which people said need to be addressed, are included in the near term strategy.

Mr. Hazlett stated that the guiding principles for alternatives include optimizing the corridors, expanding travel mode choices, improving performance, and implementing packages of travel choices. A group of 70 transportation professionals gathered at MAG to develop alternatives to address the Spine and came up with 341 possibilities.

Mr. Hazlett stated that some of the improvements were system-wide, such as transit, bicycle, pedestrian projects, corridor widening (difficult to accomplish with limited right-of-way), traffic interchange improvements, direct high occupancy vehicle lanes linked with park-and-ride lots, and active traffic management roadways. Mr. Hazlett stated that some of the improvements suggested were segment specific, such as facilitating travel to Grand Canyon University (25,000 students) on Camelback Road, the southbound ramp on SR-143, freight connections, and perhaps relocating some facilities, for example, Sky Harbor Airport due to airspace restrictions.

Mr. Hazlett noted that they currently are undergoing a multi-tiered alternative screening process, defining the fatal flaws first. He noted that the findings will be brought to the TPC for vetting.

Mr. Hazlett stated that next steps include establishing project alternatives, conducting analyses, evaluating alternatives consistent with the guiding principles and the purpose and need statement, reporting back to the TPC in April 2016, and completing the project by December 2016 in order to implement the recommendations.

Chair Weiers thanked Mr. Hazlett for his presentation and asked members if they had questions.

Supervisor Clint Hickman asked if the Spine carried the same amount of traffic as the highway in Melbourne, Australia, which utilized active traffic management. Mr. Hazlett replied yes, the Melbourne facility, called the M1 Motorway, carries 180,000 to 190,000 cars per day on eight traffic lanes, four in each direction.

6. Regional Freeway and Highway Program Update

Mr. Hazlett stated that staff last reported on the Regional Freeway and Highway Program in September 2014 on revenues and expenditures, the Cost Risk Analysis program for analyzing project expenditures, and the potential for further refinement to the Program's project scheduling and funding in order to deliver as much of the program as possible.

Mr. Hazlett noted that currently, approximately 54 percent of the centerline miles have been delivered; Proposition 400 ends in 2026. Projects completed include 13 miles of new freeway on the north segment of Loop 303; widening to six lanes on US-60 from 83rd Avenue to Loop 303;

61 miles of new high occupancy vehicle lanes on Loop 101; 16 miles of additional high occupancy vehicle lanes on Interstate 10; reconstruction of US-60 from 83rd Avenue to 19th Avenue; 14 miles of additional lanes on Interstate 17; a new direct high occupancy vehicle ramp on SR-51 at Loop 101; six miles of new high occupancy vehicle lanes on SR-51; 15 miles of additional lanes on Loop 202; seven miles of additional high occupancy lanes on the US-60/Superstition Freeway; SR-24/Gateway Freeway from Loop 202 to Ellsworth Road; 11 miles of new high occupancy vehicle lanes on Loop 202; a new direct high occupancy vehicle ramp on Loop 101 at Loop 202; and a new direct high occupancy vehicle ramp on Interstate 10 at Loop 202.

Mr. Hazlett noted that with the completion of these high occupancy vehicle projects, the MAG region now has the fourth largest high occupancy vehicle system in the U.S., and perhaps even the third largest. He added that the region has the greatest number of direct high occupancy vehicle connections.

Mr. Hazlett stated that remaining projects to complete by 2026 include adding lanes on Loop 303 from US-60 to Happy Valley Road; intersection improvements on US-60/Grand Avenue from Loop 303 to Loop 101; near term improvements on the Spine; new freeway on Loop 303 from Interstate 10 to MC-85; new South Mountain Freeway; adding lanes on Loop 101 from Interstate 17 to Shea Boulevard; adding lanes on Loop 101 from Shea Boulevard to Loop 202; adding lanes on Loop 202 from Loop 101 to Broadway Road; and adding lanes on Loop 101 from US-60 to Loop 202.

Mr. Hazlett stated that staff from ADOT and MAG will continue to review the program. He noted that a cost risk analysis on all remaining regional freeway and highway program projects has been completed. The project closeout has been completed for Proposition 400 funds and they are awaiting the closeout of federal-funded projects in October when they will find out the amount of funds available. Mr. Hazlett stated that they are cleaning up the expenditures ledger, updating the cash-flow model with refined project costs, and retiring risks. New revenue projections are anticipated later this fall. Mr. Hazlett stated that work continues with the Loop 202/South Mountain Freeway team to incorporate fixed costs for this project by March 2016. He noted that any needed program adjustments will be made by fall 2016 for the 2017 Regional Transportation Plan Update. Mr. Hazlett stated that ADOT and MAG are working very hard to ensure the best value to the taxpayers.

Mr. Hazlett then reviewed the Proposition 400 projects that were deferred in the 2009 and 2012 rebalancings. He noted that the cost of these projects was approximately \$7 billion, but that figure is now in the \$2.8 billion to \$3 billion range. Mr. Hazlett commented that he did not think all of the deferred projects would be brought back in.

Chair Weiers thanked Mr. Hazlett for his report. No questions from the committee were noted.

7. Update on the ADOT Passenger Rail Study: Tucson to Phoenix

Mr. Marc Pearsall, MAG staff, noted that three and one-half years ago, ADOT was charged with looking at the marketability, ridership, alignment, route, technology and the cost of implementing

passenger rail service between Tucson and Phoenix. He stated that intercity passenger rail service between Phoenix and Tucson existed from 1880 to 1996. Mr. Pearsall noted that as recently as 1965, 10 passenger trains per day traveled between Phoenix and Tucson, when both were much smaller communities. He added that Phoenix is the largest metropolitan area in North America without passenger train service and Phoenix and Tucson are the 12th to 14th busiest travel pair. Mr. Pearsall indicated that a major weather event or accident can result in huge traffic backups on Interstate 10, which is the main route between Phoenix and Tucson.

Mr. Carlos Lopez, ADOT staff, continued the presentation. He first expressed his appreciation to the MAG member agencies for their participation and input. Mr. Lopez stated that the study is conducting a Tier 1 Environmental Impact Statement (EIS). He said that the purpose of the EIS is to analyze large expansive areas between Phoenix and Tucson and to serve as a decision document to identify a broad corridor there. Mr. Lopez stated that no funding for implementation of passenger rail design or construction has been identified. Mr. Lopez stated that the next step is the Tier 2 EIS, which would identify specific station locations, rail alignments, and connections.

Mr. Lopez stated that one of the main reasons to conduct the study was due to anticipated population growth in the next 20 years from approximately five million people to approximately 7.5 million people in Maricopa, Pinal, and Pima counties. He noted that employment is also anticipated to grow similarly, which will yield a higher travel demand. Mr. Lopez stated that one of the purposes of this study is to develop a multimodal transportation system in the 120-mile distance between Phoenix and Tucson. He noted that currently, Interstate 10 is the only high capacity transportation facility linking Phoenix and Tucson. Mr. Lopez stated that previous studies, such as Building a Quality Arizona Transportation Framework and the State Rail Plan, have identified the need for transportation alternatives, especially in the Sun Corridor. He stated that one of the main products was a state rail plan identifying a vision for passenger rail in the state.

Mr. Lopez presented final corridor alternatives as determined in the study. He pointed out on a map the brown line near Tucson, which follows Interstate 10; the green line, which heads north along Interstate 10; the yellow line, which follows existing rail right-of-way owned by Union Pacific from Eloy to Phoenix; the orange line, which follows a north/south corridor in Pinal County and links to US-60, Loop 101 and Loop 202 in the Valley.

Mr. Lopez stated that the vision is to connect passenger rail to the West Valley, such as Buckeye and Surprise, using existing rail corridors. The passenger rail system could operate at speeds up to 125 miles per hour providing service between Tucson and Phoenix, as well as local trips.

Mr. Lopez reviewed the ridership and travel times forecasts. He said that the annual ridership forecast for 2035 shows that the yellow route has an advantage of approximately 20,000 riders per day. Mr. Lopez displayed commuter (local trips) travel times and intercity (long distance trips) travel times. He noted that intercity routes have the advantage of shorter travel times between Phoenix and Tucson.

Mr. Lopez stated that cost is another element of the study, and he noted that no funding has been identified. He said that the study indicated that the yellow alternative is the most cost effective of the alternatives at \$4 billion to \$5 billion (\$40 million per mile). Mr. Lopez noted that the cost estimate includes right-of-way, construction, equipment, and facilities.

Mr. Lopez stated that public outreach is a key component of the study, and approximately 10,000 surveys were completed that showed strong support for passenger rail. They received significant public input from college campuses, festivals, and events. He stated that the yellow alternative was identified by the public as the preferred alternative between Phoenix and Tucson. Mr. Lopez stated that strong support was shown for linking activity centers and effective travel times.

Mr. Lopez stated that the green alternative would require additional right-of-way in major sections of Interstate 10. He noted that this right-of-way would impact environmentally and culturally sensitive areas and additionally, had the lowest ridership projections. Mr. Lopez stated that as a result, the green alternative has been removed from consideration.

Mr. Lopez stated that the yellow alternative and orange alternative were analyzed under the criteria of community acceptance, financial feasibility, mobility, and operation. The yellow alternative had the advantage with highest ridership, the lowest cost and strongest public preference. Based on the results, they are recommending advancing the yellow alternative for further study. Mr. Lopez stated that the broad environmental assessment was not able to make a decision in some areas. In Tempe, there are two routes recommended to move forward. Mr. Lopez stated that there are two options in Pinal County recommended to be advanced for further study.

Mr. Lopez stated that the preferred alternative will be determined at the completion of the Tier 1 process at the end of this year. He said that they have scheduled public hearings on the Tier 1 environmental effort. Mr. Lopez stated that they held a hearing on September 15 in Phoenix, and have two more scheduled: September 16 in Tucson, and September 17 in Coolidge, and the public comment period ends October 30. Mr. Lopez stated that the study and service development plan are anticipated to be completed by the end of 2015.

Chair Weiers thanked Mr. Lopez for his report and asked members if they had questions.

Mayor Sharon Wolcott asked if the cost estimates were for the entire system to the West Valley or for the Tucson to Phoenix segment only. Mr. Lopez replied that the cost estimates are from Tucson to Phoenix only, and do not include the West Valley components.

Mayor Wolcott asked if ridership studies by segment had been done. Mr. Lopez replied yes, the ridership assessment included segments in order to identify the general areas of locations of stations where there is higher ridership.

Mayor Wolcott asked if the stations had been identified in those segments and a ridership assessment completed for the area west of Interstate 17. Mr. Lopez replied that ridership assessment has been developed for the West Valley.

Mayor Wolcott asked if the assessment showed any difference from the ridership figures in the Commuter Rail Study that was done five years ago. Mr. Lopez responded that the study indicated higher ridership in the ADOT Passenger Rail Study than ridership shown in the Commuter Rail Study.

Mayor Wolcott stated that she would like to see a drill down analysis of ridership numbers for the West Valley. She noted that 40 percent of the region's daily traffic drive on the Spine and 1.7 million people reside west of Interstate 17. Mayor Wolcott stated that a significant number of people who do not have access to a public transit system would like access to the system. She noted that people want to go to universities, city centers, etc., and people in the West Valley want the transit component to get them to those types of activity centers.

Chair Weiers asked Mr. Lopez if he could provide that information to the TPC.

Mr. Charles Huellmantel stated that the goal of rail is to get people to destinations. He pointed out that the analysis showed that the yellow alternative aligns better with light rail. Mr. Huellmantel stated that he realized there is no funding for rail between Phoenix and Tucson, but it is important that rail reach downtown Mesa and downtown Tempe, which has a significant employment core. He remarked that the orange alternative seemed to miss those areas. Mr. Huellmantel stated that it is important to connect those cities with the West Valley.

Councilmember David N. Smith asked the criteria that went into estimating ridership. Mr. Lopez replied that they used a Federal Transit Administration tool to develop ridership estimates. He said that criteria include socioeconomic data, existing and future population and employment data, and roadway network, and future and existing travel times data.

Councilmember Smith asked if there was any consideration about the price, frequency or the mode the riders would draw from. Mr. Lopez replied that the FTA tool does not include the fare associated with rail. He said they are doing an implementation plan, and once the preferred route is selected, the implementation plan will include more detail on cost, ridership, potential fares, and potential revenue. Mr. Lopez stated that they call this a service development plan, which they anticipate will be available later this year.

Councilmember Smith asked about operations costs. Mr. Lopez stated that they have some ranges for operating costs, and depending on the route, runs approximately \$50 million to \$60 million per year. He added that the Tier 1 cost estimates include capital costs. Councilmember Smith expressed that he was surprised that the study would rely on public feedback and enthusiasm if the public has not been informed how much the fare is estimated to be or the amount their taxes might increase to pay the cost of rail.

Councilmember Jenn Daniels stated that the Tier 1 process delivered what was expected. She expressed that the Town of Gilbert is very much in favor of the yellow alternative. Councilmember Daniels stated that the Town has touched on this in some of their planning. She stated that a key piece is the interconnectivity, not just for short term growth, but also for planning into the future

in order to have a framework to move mass amounts of people. Councilmember Daniels expressed that the Town of Gilbert looks forward to participating in this process going forward.

Vice Chair John Giles remarked that this is a great start to this process. He expressed appreciation for the development of both alternatives, each of which offers its own benefits. Vice Chair Giles noted that the alignments would serve both Sky Harbor and Phoenix-Mesa Gateway airports. He expressed it was his understanding that a more robust look at absolute connectivity between airport and rail would be examined in Tier 2. Vice Chair Giles stated that this connectivity is very important.

Mr. Lopez replied that Vice Chair Giles was correct and connectivity would be discussed as part of Tier 2. He noted that the project lead agency, the Federal Railroad Administration, strongly encourages multimodal connectivity between rail and airports. Mr. Lopez stated that next steps include specific studies for connectivity of rail and airports in the study area.

Chair Weiers asked when the next update will be provided. Mr. Lopez replied that the study completion is anticipated for the end of 2015 and a report on final results could be provided in spring 2016. Chair Weiers noted that this could provide an opportunity for the committee's questions to be answered.

Supervisor Clint Hickman stated that he would like to know the ridership numbers. He commented that there are a number of large venues in the West Valley and connectivity is very important there. Mr. Lopez stated that he would provide an overview of the ridership segments.

Mayor Mark Mitchell expressed his agreement with many of the comments on connectivity. He stated that the Tempe City Council heard a presentation on rail and they looked forward to further discussion. Mayor Mitchell stated that they are looking for a route that does not disturb the integrity of its historic neighborhoods as much as possible.

Ms. Karrin Kunasek Taylor expressed her appreciation for this undertaking of almost four years. She remarked that anything of significance takes time. Ms. Taylor stated that in this era of tight funds at all levels, she would be interested in knowing about similar scale projects that have been undertaken as public-private partnerships.

8. Transportation Systems Management and Operations for the Regional Freeway and Highway Program System

Mr. Bob Hazlett introduced Mr. Brent Cain, Division Director of the newly created Transportation Systems Management and Operations (TSM&O) Division at ADOT.

Mr. Cain stated that Governor Ducey challenged all state agencies to adopt "Processes for Daily Improvement." He said that agencies are evaluating all functions, facilities and processes to determine new approaches and efficiencies. Mr. Cain stated that ADOT has reduced the number

of FTEs from more than 4,500 in 2008 to 3,950 FTEs today. He noted that restructuring and TSM&O are examples of Processes for Daily Improvement.

Mr. Cain stated that as of January 2015, ADOT had 10 districts, 13 development groups, and one major projects branch (the South Mountain Freeway Program). Moving forward, ADOT has consolidated to eight districts, 11 development groups, one major projects branch, and the TSM&O Division.

Mr. Cain stated that traffic congestion and delays are increasing as the economy and population grow but capacity is constrained. He noted that the U.S. regained nine million jobs, and traffic congestion has returned. Mr. Cain stated that a high value is placed on reliability and the economy relies on the transportation system. He remarked that we can no longer build our way out of congestion.

Mr. Cain stated that Arizona experienced more than \$3 billion in economic loss due to motor vehicle crashes in 2014, which works out to \$8.2 million per day. He noted that more than 50 percent of all congestion is caused by incidents, work zones, weather, and special events.

Mr. Cain stated that the TSM&O Division was established to optimize the performance of existing transportation infrastructure, preserve capacity, and improve the safety and reliability of our transportation system. He recalled the EIS on Interstates 10/17 a few years ago that recommended up to 25 lanes for the corridor.

Mr. Cain stated that TSM&O is important because it better aligns with present and future operations. He noted that system preservation and system operations are more important than ever. Mr. Cain stated that through TSM&O, synergies are accomplished through improved interagency coordination. He stated that the efficiency of existing infrastructure and the effectiveness of tools and data for mobility, reliability, and safety outcomes are maximized. Mr. Cain stated that TSM&O is consistent with MAP-21 and is being implemented in numerous states.

Mr. Cain stated that TSM&O will address current and future needs. He noted that technologies are undergoing changes. He spoke of vehicle platooning and the fuel efficiency that can be realized: four percent for the lead vehicle and 10 percent for the lagging vehicle. Mr. Cain stated that trucking companies with large fleets, such as UPS, FedEx, and Walmart, are very interested in platooning. Mr. Cain stated that TSM&O includes incident corridor management, signal systems coordination, the ADOT Traffic Operations Center, statewide permitting, and the Interstate 10 Connected Freight Corridor effort, with Arizona, California, New Mexico, and Texas, looking at Interstate 10.

Mr. Cain stated that TSM&O will address work zone traffic management, traffic incident management, emergency management, travel weather management, advanced traffic demand management (managed lanes and variable speed limits), and special events.

Mr. Cain displayed an organizational chart of the TSM&O Division. He indicated that to ensure communication, the TSM&O Division will coordinate with other ADOT divisions, other state divisions, such as the Governor's Office of Highway Safety and DPS, and with regional and local agencies, etc. Mr. Cain noted that Governor Ducey issued an Executive Order supporting the testing and operation of self-driving vehicles and he noted that the Governor wants the state to be in the lead with these types of efforts.

Mr. Cain stated that next steps for the TSM&O Division include developing a TSM&O strategic action plan to align with ADOT's, refining its staffing structure and responsibilities, developing performance measures, and providing roadshows. Mr. Cain added that TSM&O is scheduled to go live on October 1, 2015.

Mr. Cain then spoke of dynamic message signs. He stated that the program initially began January 2008 with 12 dynamic message signs for AM/PM peak hours. Mr. Cain stated that the program has now expanded to 77 dynamic message signs that operate from 5:00 a.m. to 11:00 p.m. on weekdays and from 7:00 a.m. to 9:00 p.m. on weekends. Mr. Cain stated that the dynamic message signs, which they coordinate with DPS, can display travel times and public service announcements, for example, the I-10 Shooter. Mr. Cain displayed a map of the 124 dynamic message signs in the region that can display travel times to 161 destinations. Mr. Cain stated that in November 2015, ADOT will begin conducting a six-month pilot program of travel times between Phoenix and Flagstaff. If the program is successful, they anticipate rolling it out between Phoenix and Tucson.

Chair Weiers thanked Mr. Cain for his report and asked members if they had questions.

Ms. Karrin Kunasek Taylor asked how the success of the travel time pilot program between Phoenix and Flagstaff would be measured. Mr. Cain replied that he thought that public input would probably be the biggest measure. He noted that the cost of the program is minimal; they construct the signs themselves and implement the travel time using their own data that they feed into the messages.

Ms. Taylor asked if they were able to discern if the message signs had been effective in diverting traffic to other facilities. Mr. Cain replied that they will monitor that during the pilot program. He indicated that they hope that if there is an incident on Interstate 17, people will defer travel or take another route. Mr. Cain noted that there are limited alternatives for those traveling between Phoenix and Flagstaff.

Mr. Eric Anderson gave kudos to ADOT for elevating the importance of operations on travel. He remarked that approximately 20 to 25 percent of capacity is unused due to inefficiencies. Mr. Anderson stated that \$400 billion could be saved with an increase of 20 percent of capacity on 200 miles of freeway (one mile of freeway costs approximately \$100 million). Mr. Anderson stated that there is no ability to expand in some corridors and all that remains is to improve technology to operate the system. He said that long range, they will get more from operating the freeway system more efficiently.

9. Legislative Update

Mr. Nathan Pryor, MAG staff, provided an update on legislative issues of interest. Mr. Pryor noted that the U.S. Department of Transportation and City of Phoenix are hosting the Beyond Transportation Forum on September 21, 2015, at 9:00 a.m. The Forum will focus on the Sun Corridor megaregion, which is one of the 11 megaregions nationally selected to have a Forum. Mr. Pryor stated that MAG assisted by providing contact information and TPC members should have received an email invitation to the event.

Mr. Pryor stated that MAP-21 expired May 31, 2015. He said it has been extended twice, the most recent extension is through the end of October. Mr. Pryor stated that the current funding in the Highway Trust Fund should last until May 2016. Mr. Pryor stated that the U.S. Senate has passed the DRIVE Act (Developing a Reliable, Innovative Vision for the Economy) to reauthorize past MAP-21 and there are concerns for the erosion of funding. He displayed a graph of the Highway Trust Fund and explained that revenue is not keeping up with expenditures and the DRIVE Act does not address the revenue side.

Mr. Pryor noted that the DRIVE Act would result in a decline in funding to the MAG region, for example, a loss of \$3 million (5.8 percent) of Surface Transportation Program (STP) funding and approximately \$6 million to the state's metropolitan planning organizations (MPOs). Mr. Pryor stated that when MAP-21 was passed, the MAG region saw a decline from ISTEA federal transportation funding of 12 percent through program consolidation.

Mr. Pryor stated that MAG's Federal Fiscal Year 2014 funds under MAP-21 totaled more than \$158.2 million. Under the DRIVE Act, the MPO share actually increases from 50 percent to 55 percent, but the DRIVE Act takes 15 percent off the top of Surface Transportation Program (STP) funding to go toward bridges, resulting in a net decline to Arizona MPOs of six percent.

Mr. Pryor stated that U.S. Senators Wicker and Booker proposed an amendment that would increase STP funds to the MAG region by almost \$10 million per year over MAP-21 levels, however, the amendment did not pass. Mr. Pryor stated that Representatives Davis and Titus plan to offer an amendment similar to the Wicker/Booker amendment in the House.

Mr. Pryor stated that the DRIVE Act proposes to continue using 2009 methods, including the use of 2000 census data, to allocate funding through federal fiscal year 2022, however, not utilizing the 2010 Census population numbers is a disadvantage for fast-growing states like Arizona, whose population increased since 2000. He said that the increase in Arizona's principal arterial lane miles of 7.8 percent is above the national average.

Mr. Pryor stated that MAG is working with the Intermountain West MPOs and has had conversations with a Florida MPO on alternative solutions.

Chair Weiers thanked Mr. Pryor for his report and asked if there were questions.

Mr. Dennis Smith asked Mr. Pryor to describe his analysis of faster and slower growing states and what it would take to fix the Highway Trust Fund. Mr. Pryor replied that he ran a comparative analysis of all 50 states using population numbers from the 2000 census, 2010 census, and the 2014 census estimate. Mr. Pryor stated that population growth was experienced by 49 of 50 states. He noted that if the pot of funding is not grown, money given to one state requires that money be taken at the expense of another state that is growing, even though it might not be as fast as Arizona's. He noted that every year for the past five to seven years, Congress has transferred approximately \$8 billion to \$10 billion from the general fund to prop up the Highway Trust Fund.

10. Request for Future Agenda Items

Topics or issues of interest that the Transportation Policy Committee would like to have considered for discussion at a future meeting will be requested.

No requests were noted.

11. Comments from the Committee

An opportunity will be provided for Transportation Policy Committee members to present a brief summary of current events. The Transportation Policy Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Chair Weiers reminded members be on time to meetings in order to start on time.

Adjournment

There being no further business, the meeting adjourned at 1:00 p.m.

Chair

Secretary